

# Oceanic Steamship Company.

## SIERRA-ALAMEDA SCHEDULE

ARRIVE HONOLULU.		LEAVE HONOLULU.	
S. S. SIERRA.....	SEPT. 20	S. S. SIERRA.....	SEPT. 4
S. S. ALAMEDA.....	OCT. 11	S. S. SIERRA.....	SEPT. 25
S. S. ALAMEDA.....	NOV. 1	S. S. ALAMEDA.....	OCT. 16
S. S. ALAMEDA.....	NOV. 22	S. S. ALAMEDA.....	NOV. 6
S. S. ALAMEDA.....	DEC. 13	S. S. ALAMEDA.....	NOV. 27
S. S. ALAMEDA.....	DEC. 18	S. S. ALAMEDA.....	DEC. 18
S. S. ALAMEDA.....	JAN. 3	S. S. ALAMEDA.....	JAN. 8

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by steamship line to all European Ports.

FOR FURTHER PARTICULARS APPLY TO

## W. G. Irwin & Co.

(LIMITED).

General Agents Oceanic S. S. Company.

# Canadian-Australian Royal Mail

## STEAMSHIP COMPANY

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

LEAVE AT HONOLULU ON OR ABOUT THE DATES BELOW STATED, VIZ

FOR AUSTRALIA.		FOR VANCOUVER.	
AORANGI.....	SEPTEMBER 21	MOANA.....	SEPTEMBER 18
MOANA.....	OCTOBER 29	MIOWERA.....	OCTOBER 16

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

## THEO. H. DAVIES & CO., Ltd., Gen'l Agts.

# American Hawaiian Steamship Company

FROM NEW YORK TO HONOLULU.

Weekly Sailings via Tehuantepec.

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM HONOLULU TO SAN FRANCISCO DIRECT.

S. S. NEVADAN.....TO SAIL SEPT. 17

FROM SAN FRANCISCO TO HONOLULU DIRECT.

S. S. NEVADAN.....TO SAIL SEPT. 3

Freight received at Company's wharf Greenwich street.

For further information apply to

H. HACKFELD & CO., LTD.,

Agents, Honolulu.

C. P. MORSE,

General Freight Agent.

# MATSON NAVIGATION COMPANY,

The S. S. "HILONIAN" of this line, carrying passengers and freight, will run in a direct service between this port and San Francisco, sailing and arriving on or about the following dates:

Leave S. F.	Arrive Honolulu.	Leave Honolulu
AUG. 29TH.	SEPT. 5TH.	SEPT. 10TH.
SEPT. 26TH.	OCT. 3RD.	OCT. 8TH.
OCT. 24TH.	OCT. 31ST.	NOV. 6TH.

Passenger Rates to San Francisco: First Cabin, \$60.00. Round Trip, First Class, \$110.00.

For Further Particulars Apply To

Castle & Cooke, Limited, Agents

# Union Express Co.,

BRANCH HUSTACE PECK CO., LTD.

63 Queen Street

Having baggage contracts with the following Steamship Co.'s Lines:

OCEANIC STEAMSHIP CO.  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.  
PACIFIC MAIL STEAMSHIP CO.  
TOYO KISEN KAISHA STEAMSHIP CO.

We check your outgoing baggage at your homes, saving you the trouble and annoyance of checking on the wharf.  
Incoming baggage checked on steamers of above companies and delivered with quickness and dispatch at your homes.

Telephone Main 86

# Poultry and Meats

Make your selection by phone or call personally the result will be the same. We pay the same attention either way. Our stock consists of all that is good in meats and poultry.

## Metropolitan Meat Co., Ltd

Telephone 45

# GENT'S FURNISHING GOODS

We cater for the gents trade and in our store you will find the latest styles in hats, ties, shirts, collars, etc.  
JAPANESE GOODS such as silk pajamas, kimonos, cushion covers, always on hand.

K. ISOSHIMA

King Street near Bethel.

Honolulu.

# SHIPPING INTELLIGENCE

(For additional and later shipping see pages 5 or 8.)

## TIDES, SUN AND MOON

New moon Sept. 7th, at 10:33 a. m.

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
2	12:48	1:17	5:00	8:33	5:44	6:14	1:30					
3	1:20	1:17	5:52	6:00	6:25	6:13	2:48					
4	2:02	1:18	6:30	6:54	6:13	6:12	3:29					
5	3:32	1:18	7:10	7:40	6:32	6:11	3:51					
6	3:54	1:17	7:53	8:22	6:28	6:10	4:44					
7	3:54	1:17	8:28	9:00	6:30	6:09	5:16					
8	4:00	1:16	9:02	9:44	6:34	6:09	5:29					

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Honolulu and Hilo occur about one hour earlier than at Honolulu. Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m., which is the same as Greenwich, 0 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

## U. S. DEPARTMENT OF AGRICULTURE-WEATHER BUREAU.

The following data, covering a period of 32 years, have been compiled from the Weather Bureau records at Honolulu, T. H. They are issued to show the conditions that have prevailed, during the month in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month, August for 32 years.

TEMPERATURE. (1890-1906.)

Mean or normal temperature, 73 deg.

The warmest month was that of 1900, with an average of 80 deg.

The coldest month was that of 1894, with an average of 77 deg.

The highest temperature was 88 deg. on Aug. 10, 11, 15, 1896; 4, 1897; 9, 1901.

The lowest temperature was 63 deg. on Aug. 23, 1894.

PRECIPITATION (Rain) (1877-1894, 1905-6.)

Average for the month, 1.50 inches.

Average number of days with .01 of an inch or more, 14.

The greatest monthly precipitation was 4.47 inches in 1888.

The least monthly precipitation was 0.16 inches in 1884.

The greatest amount of precipitation recorded in any 24 consecutive hours was 2.51 inches on Aug. 13, 1888.

RELATIVE HUMIDITY.\*

Average 9 a. m., 68%; average 9 p. m., 72% (1893-1904.)

Average 8 a. m., 68%; average 8 p. m., 68% (1905-1906.)

CLOUDS AND WEATHER (1890-1906.)

Average number of clear days, 11; partly cloudy days, 18; cloudy days, 2.

WIND.

The prevailing winds are from the NE. (1875-1894, 1905-1906.)

The average hourly velocity of the wind is 8.9 miles (1905-1906.)

The highest velocity of the wind was 28 miles from the NE. on Aug. 27, 1905.

Station: Honolulu, T. H.

Date of issue: June 23, 1907.

\*9 o'clock averages from records of Territorial Meteorologist, 8 o'clock averages from Weather Bureau records.

W. M. B. STOCKMAN,

Section Director, Weather Bureau.

## Shipping in Port

(Army and Navy).

U. S. S. Iroquois, Carter, Johnson Island, Aug. 30.

U. S. S. West Virginia (flagship), John B. Milton, commander, from Yokohama, Sept. 2.

U. S. S. Colorado, Sidney A. Staunton, commander, from Yokohama, Sept. 2.

U. S. S. Maryland, Chauncey Thomas, commander, from Yokohama, Sept. 2.

U. S. S. Pennsylvania, Aaron Ward, commander, from Yokohama, Sept. 2.

(Merchant Marine.)

Br. cableship Restore, Combe, Esquimaux, March 31.

Br. S. S. Foxley, Milman, San Jose de Guatemala, in distress, Aug. 24.

O. S. S. Sierra, Houdlette, San Francisco, (in quarantine), Aug. 30.

S. S. Indiana, Graham, Vancouver, Sept. 7.

S. S. Navigator, tug, MacGoldrick, Gaviota, Sept. 2.

Sailing vessels.

Am. bgt. Galilee, Hayes, from Sitka, Aug. 28.

Am. bkt. R. P. Rither, Drew, San Francisco, Aug. 29.

Am. sc. Mary E. Foster, Johnson, Tacoma, Aug. 30.

Tanker Monterey, from Gaviota, Sept. 2.

S. S. Navigator's tow.

Fine Job Printing, Star Office.

## The Mails

OUTGOING.  
For San Fran., per Korea, Sept. 5.  
For San Fran., per Sierra, Sept. 4.  
For Orient, per Persia, Sept. 11.

INCOMING.  
From Orient, per Korea, Sept. 5.  
From San Francisco, per Hilonian, Sept. 5.  
From San Fran., per Persia, Sept. 11.

U. S. A. TRANSPORTS.  
Thomas at San Fran.  
Logan left Hon. for Manila, Aug. 14.  
Buford left Hon. for Manila, Aug. 24.  
Sherman at Manila.

Sheridan at Mare Island repairing.  
Dix left Hon. for Manila, Aug. 21.  
Warren left Honolulu for Manila, Aug. 15.

Crook left Hon. for Manila, Aug. 20.

DEPARTING.  
Tuesday, September 3.  
S. S. Keauhou, Tullett, for Kauai ports, 5 p. m.

S. S. Noeau, Mitchell, for Hawaii, 5 p. m.

S. S. Iwalani, Self, for Maui and Molokai ports, 5 p. m.

S. S. W. G. Hall, Thompson, for Kauai ports, 3 p. m.

Wednesday, September 4.  
O. S. S. Sierra, Houdlette, for San Francisco 5 p. m.

S. S. Helene, Nelson, for Hamakua, 5 p. m.

PASSENGERS.  
Departed.  
Per S. S. W. G. Hall, September 3, for Kauai: Gertrude Topham, Miss E. Shaw, Miss F. Deverill, Miss E. N. Wilcox, Mrs. W. Kalaue, Mrs. M. G. Frias, Miss V. Lima, W. L. Heilbron, C. O. Smith, J. B. Purdy.

Per S. S. Iwalani, September 3, for Maui and Molokai: G. C. Sea and wife, Miss Lucy Dudoit, Mrs. W. Karattil, Mrs. H. Kaahanui, Mrs. Sabey, A. K. Cathcart, R. S. Hosmer, E. Dudoit.

PASSENGERS BOOKED.  
Per O. S. S. Sierra, Sept. 4, for San Francisco: Dr. Dowling, Mr. and Mrs. H. A. Baldwin, M. P. Hiles, W. R. Waters, Miss Bessie Crewes, Miss B. King, Mr. and Mrs. G. P. Wilder, Mr. and Mrs. A. D. Baldwin, W. H. Bunday, Mr. and Mrs. J. Vaughan, C. Von Hamm, Master Alexander Young, Mrs. Berndt, Mrs. E. Baker, G. Canavarro, Miss T. L. Randlette, Mrs. Griswold, Miss Hattie Saffery, Miss Aloia, Miss Callie Lucas, Miss Hester Lemon, Miss Katie Sadler, Miss Lillian Mandon, Miss Daisy Todd, Mrs. Weathered, Miss Emma Rose, Miss Bernice Dwight, Miss Hoyt, Miss Ruddy, S. A. Baldwin, J. P. Cooke, Capt. Van Oterendorp, Mr. and Mrs. E. Hackett, Mr. and Mrs. Kingsbury, Sanborn, Mr. and Mrs. M. B. Parker, F. M. Stillman, O. W. Kuhn, wife and son, D. A. Bietnon, D. H. Davis, Dr. H. S. Oppenheimer, Mrs. Bieger, Mr. and Mrs. G. H. Mead and son, Mrs. M. Schmidt, Miss Rosenberg, Miss D. White, Miss J. A. Cooke, S. A. Miller, G. Miller, Miss M. Berger, Miss G. Dodge, B. H. Skinner, A. B. Fleming, C. M. Herbert, G. E. Macfarlane, G. J. Brown, Mr. and Mrs. Gladys, F. Orbell, H. E. Pickler, K. W. Heye, Mr. and Mrs. J. S. Maloney, C. D. Miner, Capt. Fleming, E. W. Kopke, D. F. Mann, Miss Grace Dunlop, Miss Belows, D. A. Dowsett, Mr. and Mrs. S. Rosenberg, W. Hughes, J. Hughes, Chang Bing, Miss L. Mossman, Mrs. J. J. Hogan, Dr. Campbell, Mr. and Mrs. C. A. Bachelder, John Rowland, W. E. Kimball, M. Philip, C. Baddaky, wife and child, Mr. Brasch, Miss Brasch, Master Brasch, Mr. and Mrs. Schaws and two children, J. H. Shephard and wife, A. Dee, David Dias, Mr. Andie, Mrs. H. T. Waity and two children, Mrs. J. Hansman and 2 children, Miss J. Wassman, Mrs. M. S. Williams, Mrs. M. S. Williams, Mrs. Woolsey, Mr. and Mrs. Woolen and 4 children, Mrs. Helen Rowland, Miss Hazel Rowland, Mrs. J. T. Wight and child, Mr. M. Tavares, daughter and son, R. Manbury, W. A. Naylor, R. Windrath, Mrs. L. Dee, Miss M. Dee, Miss N. Dee, Mrs. Sexton, Mr. and Mrs. Weed and child, W. A. Wayern, R. Mansbridge, R. Verber.

AID TO MARINERS.  
WASHINGTON, Aug. 16.—Through the courtesy of the meteorological service of the Azore Islands, the navy department is informed that certain semaphore stations on the islands of St. Michaels and Fayal are prepared to receive reports of wrecks and derelicts by signal from passing vessels. Such reports are to be cable to the United States and published for the benefit of mariners. The hydrographic office of the navy department has sent out a notice requesting all masters of vessels sighting dangerous wrecks or derelicts to use this means of promptly publishing a brief account of the same whenever their voyage takes them near the above named signal stations.

Kidney and Bladder Troubles  
URINARY DISCHARGES  
RELIEVED IN  
24 Hours  
Each Capsule bears MIDY  
Beware of counterfeits  
ALL DRUGGISTS.

SEATTLE, Aug. 15.—"Wanted—Mates, cooks and cabin boys," is the cry of all sailing masters on the Sound. Even though the wages paid now are about double those paid a couple of years ago, there is such a scarcity of these men that ships are delayed and have to sail sometimes without a full complement of men.

Captains and ship owners state that they have never seen such a scarcity of men and are at a loss to know what to do. At present there are six sailing vessels on the Sound trying to pick up cabin boys and are offering a bonus for them. For some time past the sailing ships have been able to get Japanese cabin boys, but at present they are "scarcer than hens' teeth," according to the statement made yesterday by an old salt.

Harry Thornton, who is one of the best known men on the front, and who supplies most of the vessels that come to the Sound with cooks and seamen, states that it is impossible to get men to ship on the many vessels loading on the Sound.

"The trouble is that Alaska canneries are too big an attraction for cooks during the summer months," says he. "The wages paid there are considerably higher than paid on the sailing vessels, although those paid on ships at the present day are double what they used to be. When the wages were low there were plenty of men willing to ship and as a rule they were of a far superior class than those to be had at present. A couple of years ago we used to get cooks for \$40 per month, including the hiring a funky to assist them. They had to pay a funky out of their own pocket, which averaged about \$15 per month."

"The Japanese were plenty but a short time ago, but now there are none in sight. To try and get a Japanese cook or cabin boy to ship to Japan is out of the question. They state that they are afraid of being drafted into the army and do not want to mix up in any trouble."

"The logging camps also have robbed the sailing vessels of cooks. As a rule, they pay higher wages and the men are in places where there is easy access to liquor. The wages paid to cooks on sailing vessels now range from \$70 to \$85, without a cabin boy to assist, and from \$60 to \$65 with a cabin boy. The cabin boys are paid \$30 for coastwise and \$35 for off shore voyages. The freight rates are cut down to less than half of what was paid last winter and early this spring, but the wages remain the same."

"To get mates is just as hard as to find cooks and cabin boys. At present there are but few mates around, and the good old days of the past are but shore trade help to make a scarcity of these men. When a coast-wise vessel arrives on the Sound there is always a possibility of a mate or two leaving the vessel and sailing on some ship ready to go to sea when his vessel arrives. By this system one vessel supplies another and it keeps them all moving."

YOU MAY HAVE NOTICED.  
That your face gets red, you have a fullness in the chest, breath comes short and quick and feel a sinking sensation, when you walk fast, go up stairs, are excited or frightened. This is the first stage of heart disease, and must have immediate attention. Don't delay. Then Dr. Miles' New Heart Cure, which will strengthen the nerves of the heart and restore it to health. Money back if first bottle fails to benefit.

STEAMER TIME TABLE

POST OFFICE TIME TABLE.  
United States Mail Steamers—1907.  
STEAMERS TO ARRIVE.

Date.	Name.	From.
-------	-------	-------

Sept. 2—Asia.....	San Francisco
5—Korea.....	Yokohama
10—Persia.....	San Francisco
13—America Maru.....	Yokohama
18—Hongkong Maru.....	San Fran
18—Moana.....	Sydney
20—Siberia.....	Yokohama
21—Alameda.....	San Francisco
21—Aorangi.....	Vancouver
27—China.....	Yokohama
27—Neveadan.....	San Francisco
30—Korea.....	San Francisco

STEAMERS TO DEPART.

Date.	Name.	For.
-------	-------	------

Sept. 3—Asia.....	Yokohama
4—Alameda.....	San Francisco
6—Korea.....	San Francisco
6—Korea.....	San Francisco
Neveadan.....	San Francisco
11—Persia.....	Yokohama
14—America Maru.....	San Francisco
18—Moana.....	Vancouver
19—Hongkong Maru.....	Yokohama
21—Siberia.....	San Francisco
21—Aorangi.....	Sydney
25—Alameda.....	San Francisco
28—China.....	San Francisco

U. S. A. Transports will leave for San Francisco and Manila, and will arrive from same ports at irregular intervals.

\* Calling at Manila.

Fine Job Printing, Star Office.

# FEW COOKS WILL SIGN ON SHIPS

LOGGING CAMPS AND ALASKA CANNERIES PROVE STRONGER ATTRACTIONS THAN SEA.

SEATTLE, Aug. 15.—"Wanted—Mates, cooks and cabin boys," is the cry of all sailing masters on the Sound. Even though the wages paid now are about double those paid a couple of years ago, there is such a scarcity of these men that ships are delayed and have to sail sometimes without a full complement of men.

Captains and ship owners state that they have never seen such a scarcity of men and are at a loss to know what to do. At present there are six sailing vessels on the Sound trying to pick up cabin boys and are offering a bonus for them. For some time past the sailing ships have been able to get Japanese cabin boys, but at present they are "scarcer than hens' teeth," according to the statement made yesterday by an old salt.

Harry Thornton, who is one of the best known men on the front, and who supplies most of the vessels that come to the Sound with cooks and seamen, states that it is impossible to get men to ship on the many vessels loading on the Sound.

"The trouble is that Alaska canneries are too big an attraction for cooks during the summer months," says he. "The wages paid there are considerably higher than paid on the sailing vessels, although those paid on ships at the present day are double what they used to be. When the wages were low there were plenty of men willing to ship and as a rule they were of a far superior class than those to be had at present. A couple of years ago we used to get cooks for \$40 per month, including the hiring a funky to assist them. They had to pay a funky out of their own pocket, which averaged about \$15 per month."

"The Japanese were plenty but a short time ago, but now there are none in sight. To try and get a Japanese cook or cabin boy to ship to Japan is out of the question. They state that they are afraid of being drafted into the army and do not want to mix up in any trouble."

"The logging camps also have robbed the sailing vessels of cooks. As a rule, they pay higher wages and the men are in places where there is easy access to liquor. The wages paid to cooks on sailing vessels now range from \$70 to \$85, without a cabin boy to assist, and from \$60 to \$65 with a cabin boy. The cabin boys are paid \$30 for coastwise and \$35 for off shore voyages. The freight rates are cut down to less than half of what was paid last winter and early this spring, but the wages remain the same."

"To get mates is just as hard as to find cooks and cabin boys. At present there are but few mates around, and the good old days of the past are but shore trade help to make a scarcity of these men. When a coast-wise vessel arrives on the Sound there is always a possibility of a mate or two leaving the vessel and sailing on some ship ready to go to sea when his vessel arrives. By this system one vessel supplies another and it